

## SOME VIEWS ON THE SUBWAY DEAL THAT THE TRUST PRESS DON'T BOTHER WITH

The Day Book is not taking a stand either for or against subways, at this time. There are some sides of the question that are shut out from the advertising newspapers. These will be shown up in The Day Book.—Editor.

That the "comprehensive" Hearst-Harrison subway and the "initial" Tribune-News subway are both wrong and either one of them will end in just as many straphangers hanging desperately to straps as now is the view of members of the Cook County Real Estate Board Committee on Subways, officers of the Chicago Federation of Labor and officers of the Greater Chicago Federation and the Northwest Side Commercial Association.

They are against subways mainly for two reasons. One is that Chicago is not an island city like New York, and while there are broad Illinois prairies for this city to spread out on it is foolish to haul people in dark, bad-smelling tunnels away from fresh air. The other reason is that either or both the subways now proposed would only pour more people than ever into the loop, and in the course of twenty years there would have to be subways under subways in order to carry the hundreds of thousands of shoppers down to the little narrow seven blocks of State street department stores which are the dumping ground of all urban transportation lines now.

Besides these men who are out and out against subways of any kind (their names are given below) is another group of men who say that nobody has any business to make a decision now as to whether they are for or against the comprehensive oompaa-oompa subway of the Hearst-Harrison politicians or the dinky toot-toot subway of the Bion Arnold, Tribune-News crowd. Among these men, and

they are a large group, is Samuel Dauchy, chairman of the passenger traffic committee of the City Club, and Alderman Charles Merriam.

Arend Van Vlissingen is one of the members of the Cook County Real Estate Board who is against subways of any kind. He was one of a committee of three appointed by that board who worked four months in getting ready a report on subways. They read all other reports ever made in Chicago on subways and they talked with Mayor Harrison and Harrison's subway engineer, John Erickson. They sat down with Bion J. Arnold and all the other experts and squeezed all the subway knowledge they could out of everybody who was supposed to know anything about it.

"We went into the subject exhaustively," said Van Vlissingen to a reporter for The Day Book, "and my opinion and that of other members is the same now as then. Our committee decided that subways are an injury to a community located as Chicago is. Our report was unanimously adopted by the 68 members present at the meeting of the Cook County Real Estate Board.

"Fresh air transportation and its importance as a factor in city welfare was emphasized in our report. To condemn millions of people to pass an hour or more each day in cars that run underground is a course that should be taken only when absolutely necessary and we could not see where an absolute necessity exists for such a course at this time.

"Chicago has room enough to haul overground. I believe the problem is one that can be solved from this viewpoint. Let us take the position that subways are an injury, that new transportation lines must be built above ground, and a solution can be found.

"The clamor for subways has arisen partly because people have